

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		13/06/2011	
		N/A / attached		<b>Consultation Expiry Date:</b>		16/06/2011	
<b>Officer</b>				<b>Application Number(s)</b>			
Elizabeth Beaumont				2011/1956/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
Footway adjacent to Holborn Tower Bury Place London, WC1E				Please refer to decision notice			
<b>PO 3/4</b>		<b>Area Team Signature</b>		<b>C&amp;UD</b>		<b>Authorised Officer Signature</b>	
<b>Proposal(s)</b>							
Installation on the footway of a cycle hire docking station including a registration/payment terminal and maximum of 21 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme.							
<b>Recommendation(s):</b>		Grant planning permission					
<b>Application Type:</b>		Full Planning Permission					
<b>Conditions or Reasons for Refusal:</b>		Refer to Draft Decision Notice					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>		No. notified	20	No. of responses	00	No. of objections	00
				No. electronic	00		
<b>Summary of consultation responses:</b>		Press Notice in the Ham&High erected on the 26/05/2011 allowing comment until the 16/06/2011 and a site notice was erected on the 11/05/2011 allowing comment until the 01/06/2011.					
<b>CAAC/Local groups comments:</b>		<b>Bloomsbury CAAC</b> – No comments received  <b>English Heritage (GLAAS)</b> – the present proposals are not considered to have an affect on any significant archaeological remains. Therefore advise that any requirement for an assessment of the archaeological interest of this site in respect to the current application could be waived.					
<b>Site Description</b>							
The site is located on the north east side of Bury Place with New Oxford Street to the south and Barter Street to the north. The site comprises a large section of pavement to the side of Holborn Tower covered with various street furniture comprising 2 x Sheffield cycle stands, 2 x 'plant locks' (planter boxes with inbuilt cycle stands) and a telephone box. There are no listed buildings in the surrounding area but the site is located within the Bloomsbury Conservation Area. The site is located within an Archaeological Priority Area.							
<b>Relevant History</b>							
None relevant							

## Relevant policies

### LDF Core Strategy and Development Policies

#### Core strategies

CS1 (Distribution of growth), CS5 (Managing the impact of growth and development), CS11 (Promoting sustainable and efficient travel), CS14 (Promoting high quality places and conserving our heritage), CS15 (Protecting and improving our parks and open spaces & encouraging biodiversity)

#### Development Policies

DP17 (Walking, cycling and public transport), DP19 (Managing the impact of parking), DP21 (Development connecting to the highway network), DP24 (Securing high quality design), DP25 (Conserving Camden's Heritage), DP26 (Managing the impact of development on occupiers and neighbours), DP29 (Improving access), DP31 (Provision of, and improvements to, open space, sport and recreation)

#### **The London Plan 2004**

2A.1 (Sustainability criteria), 3C. 3 (Sustainable transport in London), 3C. 1 (Integrating Transport and Development), 3C. 9 (Increasing the capacity, quality and integration of public transport), 3C. 17 (Tackling congestion and reducing traffic), 3C. 18 (Street space), 3C.22 (Improving conditions for cycling), 4B.1 (Design principles for a compact city), 4B.5 (Creating and inclusive environment)

#### **Camden Planning Guidance 2006 & 2011**

#### **Bloomsbury Conservation Area Statement**

## Assessment

### 1. Proposal

1.1 Permission is sought for the installation of a cycle hire docking station comprising a registration and payment terminal with 21 docking points as part of the Transport for London (TfL) Cycle Hire Scheme providing a new form of sustainable public transport. The docking station will comprise 2 rows of docking points measuring 9m by 5m following the removal of 2 x Sheffield stands, 2 x plant locks and a phone box. The stations will comprise the following features;

- A terminal measuring approximately 2.4m high, 0.5m wide and 0.35m deep with a circulation area of 2m by 2m.
- The terminal comprises a map, information (including traffic regulations) and will enable payment for subscription fees and use tariffs.
- The terminal will be positioned to the side of the docking station closest to Barter Street with the docking points extending in two rows along the path with the front wheels positioned in the centre of the station.
- The terminals will be constructed from gravity cast aluminium, powder coated with graffiti resistant coating. The mapping information will be covered with toughened glass.
- The docking points will be installed on a metal platform set under the pavement. The surface treatment will match the existing pavement. The station will be surrounded by two rows of 100mm by 100mm granite sets.
- Docking points measuring approximately 0.792m high, 0.3m deep and 0.225m wide at the top increasing to 0.3m at the base with rounded square shaped bases with 0.75m between each point in two rows.
- Each point will secure one bicycle. The locking cassettes of each docking point will incorporate a membership key reader.
- The proposed materials for the docking points are gravity cast aluminium with polyester powder coat, gloss finish. The proposed colours are dark blue and silver-grey with a turquoise decal colour.
- The docking points will be secured to a square foundation box (0.3m by 0.3m), constructed from galvanised steel with anti-slip coating
- The bikes will be secured into the docking station and slot into a secure locking mechanism with a distance of 0.75m between the centres points of the bicycles.

1.2 It is proposed to relocate the 2 x 'plant locks' to the pavement outside nos. 64-78 Kingsway and the 2 x Sheffield Stands to the pavement outside nos. 133-136 High Holborn. A condition will be attached to the decision notice to ensure the replacement of these cycle spaces prior to the commencement of development. This will ensure there is not a net loss in the amount of spaces within the area.

### 2. Design

2.1 The docking station would be positioned on the large section of pavement to the side of Holborn Tower in the place of existing street furniture included a telephone box, Sheffield stands and planters with cycle stands. The proposed docking station would be positioned adjacent to the highway creating a pedestrian

route between the docking station and the building.

2.2 The proposed materials for the terminal are powder coated aluminium and glass. The docking station will be constructed from cast aluminium with a powder coated gloss finish. It is considered that these materials would be durable and serve to preserve the long term appearance of the docking stations within the street. It is proposed to surface materials within the station that match the wider pavement. Granite setts are proposed to delineate the docking sustain.

2.3 It is considered the docking station would sit well on the large expanse of pavement in place of existing street furniture and would not visually clutter the streetscene. It is considered the proposed docking station would not harm the character and appearance the streetscene and wider conservation area. The addition is considered acceptable in this location.

### **3. Transport**

3.1 The site is located entirely on the pavement and involves reducing the width of the pavement between the station and the side of Holborn Tower to 3.8m. The station would be located between adjacent to the kerb and would redirect pedestrians heading north and south along Bury Place between the station and Holborn Tower. It is proposed to relocate the existing crossovers to create a new pedestrian route which will not be obstructed by the docking station. The width of the pavement route for pedestrian heading along New Oxford Street would be between 3m and 6m. The proposed pedestrian routes around the station are above the minimum width set out in the CPG and as such are considered acceptable.

3.2 There is a distance of 1.4m between the rear wheels of the row of docking points and the kerb which is sufficient to allow people to enter and exit the stations from the footway. This space is unlikely to be used by pedestrians therefore the temporary obstruction from people taking and returning cycles would not affect pedestrian flow.

3.3 For the row of cycles with the rear wheels adjacent to Holborn Tower, people are likely to enter and exit the docking stations with their bicycles from the footway. The width of space between the station and the designated footpath is 1.2m therefore when people enter and exiting the station there would be a small temporary obstruction to the footway. The remaining footway width (3.8m) is considered more than sufficient to accommodate the pedestrian flow rates along this footway on a temporary basis, so in this regard, this application is acceptable.

### **4. Amenity**

4.1 There are no residential properties located in close proximity to the site. It is therefore considered that the proposal would not harm the amenity of the neighbouring occupiers or residents in terms of noise levels. It is not considered that the proposed development or the method of illumination would disturb or distract highway users, neighbouring occupiers or residents

### **5. Access**

5.1 The proposal retains a sufficient width of pavement in accordance with BS8300:2009 Design Guidance and TfL guidance 'Inclusive Mobility'. The height of the docking station will be approximately 0.79m high. It is considered acceptable for the docking points to be below 1m in height, contrary to TfL's Design Guidance, given the width of the pavement around the station it is unlikely to disrupt the main flow of pedestrians on the footway. It is proposed to delineate the docking station with two rows of 100mm by 100mm granite setts, therefore the likelihood of visually impaired persons tripping over the docking points is considered to be very small. A condition will be attached to require the retention of the these setts.

### **6. Community Safety**

6.1 The proposed site is surrounding by a mix of uses which serves to create casual surveillance of the site during the day. This includes the ground floor retail unit adjacent to the site and a number of office buildings. The proposal site is highly visible from a number of surrounding roads. It is therefore considered that the proposal would not have a detrimental impact on crime, anti-social behaviour or community safety.

### **8. Recommendation – Grant planning permission**

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